



International Civil Aviation Organization

**The Third Meeting of the Asia/Pacific ICAO Flight Plan and ATS Messages
Implementation Task Force (FPL&AM/TF/3)**

Bangkok, Thailand, 23 – 24 August 2010

Agenda Item 4: Aspects of implementation in Asia/Pacific region

Converted flight plan and AIDC

(Presented by Japan)

SUMMARY

This paper presents awareness of legitimacy of converted FPL, and indicates possible lack of consistency between AFTN and AIDC in the period NEW and PRESENT intermingled. It also mentions the necessity of individual coordination between adjacent States relating to AIDC operation.

1. Legitimacy of Converted FPL

- 1.1. Each State has already decided (or is premeditating) the date for commencement of accepting NEW, but that may be different from each other.
- 1.2. The Implementation strategy instructs that a State which has already commenced accepting NEW is supposed to send a converted* (degraded) FPL adopting the common conversion table to other States which have not yet, when a NEW FPL should be handled.
- 1.3. Although a converted FPL is not the original one, it should be legitimately utilized for ATS or ATC operation. Legitimacy of converted FPL should be particularly corroborated in a plenary meeting.

*converted: ref. ATTACHMENT to State letter AN 13/2.1 09/09

Guidance for implementation of flight plan information to support Amendment 1 of the *Procedures for Air Navigation Services — Air Traffic Management*, Fifteenth Edition (PANS-ATM, DOC 4444)

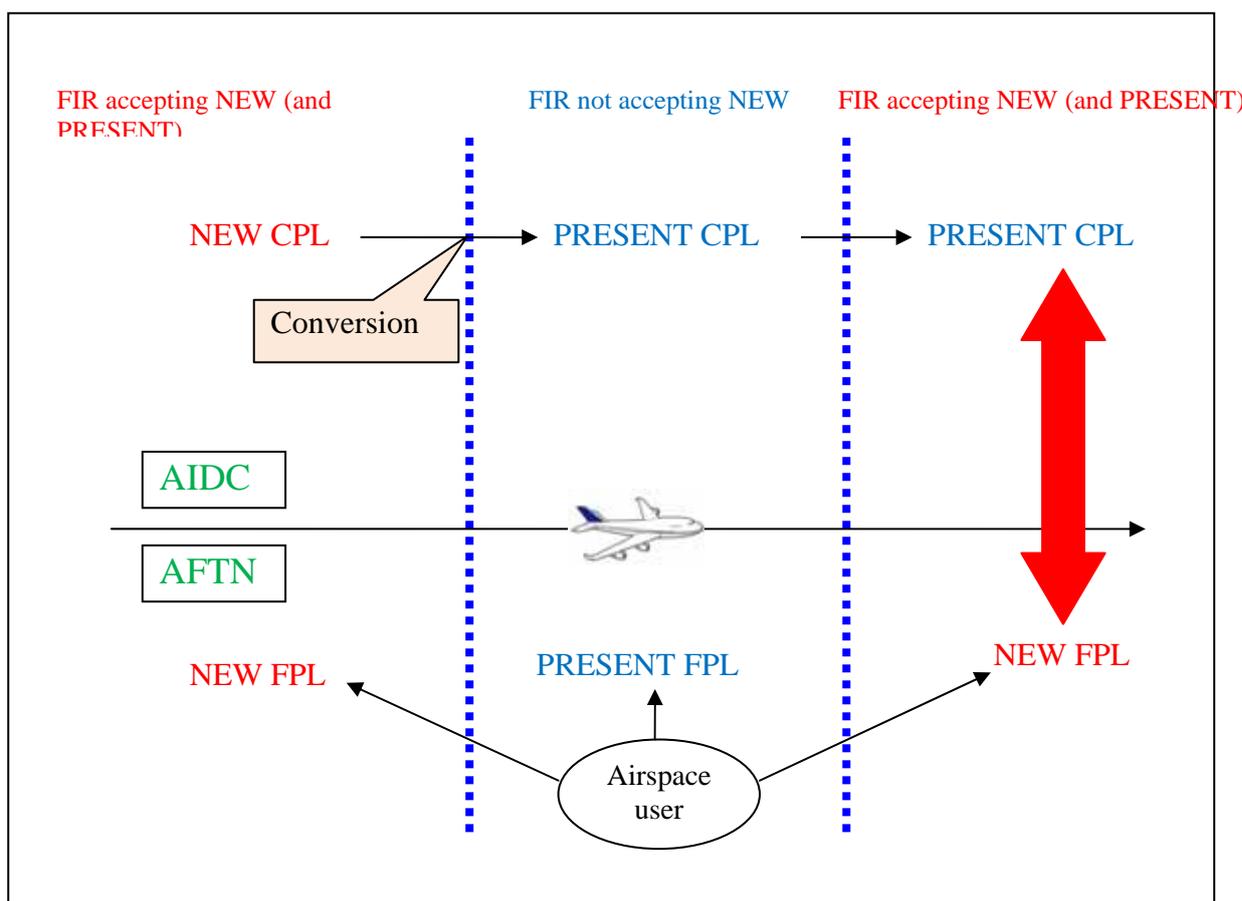
7. CONVERSION OF NEW ITEMS 10 and 18 TO PRESENT ITEMS 10 and 18

“It is strongly recommended that all ANSPs utilize the table below to convert NEW Items 10 and 18 to the PRESENT for coordination with adjacent ANSPs which only accept PRESENT.”

2. Possible lack of consistency

- 2.1. Some States seem to handle AIDC (ATS inter-facility Data Communication) messages through AFTN as like other ATS messages. On the other side, some States like Japan handle AIDC as a kind of ATC boundary information transfers through the dedicated leased lines, besides other ATS messages are handled through AFTN.
- 2.2. ATS messages through AFTN (e.g. FPL, CHG) must not be altered when it should be relayed to other States. Only AIDC messages may be allowed to be altered regarding them as boundary information for ATC purpose.

- 2.3. If a flight goes through three FIRs and only the second FIR has not yet commenced accepting NEW, it might be possible that the third FIR has a NEW FPL through AFTN and a PRESENT FPL(CPL) through AIDC at the same time shown as the figure below.
- 2.4. Concerning legitimacy, it may be a probable opinion that both of flight plans from AFTN and AIDC are equally legitimate even if some differences are existed.
- 2.5. Another idea might be that the FPL messages which are obtained through AFTN should be always legitimate because AIDC messages could be converted.
- 2.6. Or it might be possible that NEW FPL should be legitimate whenever a State has a NEW FPL and a PRESENT FPL for a single flight at the same time.
- 2.7. In the case of States which handle AIDC through AFTN, the matter of consistency might be different and should be considered otherwise.



3. AIDC

- 3.1. ATS messages through AFTN should be handled in a consistent strategy, but the manners for AIDC in Transition Period should be individually determined between concerning States. JCAB is starting to coordinate about the issue with the adjacent States.

4. Action by the meeting

The meeting is invited to:

- corroborate legitimacy of converted FPL;
- take note the possible lack of consistency between FPL from AFTN and CPL from AIDC;
and
- agree that issues about AIDC should be individually determined between concerning States.

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